

Today's Advertisements.

BIJOU THEATRE.

RECLAMATION GROUND, WEST POINT.
THIS SATURDAY, the 11th February.
MATINEE OF "ROBINSON CRUSOE" NIGHT
MATINEE OF "ROBINSON CRUSOE" NIGHT

MONDAY, the 13th February.
THE GORGEOUS ORIENTAL PANTOMIME.
BLUE BEARD.
BLUE BEARD.
BLUE BEARD.
Scenery and Dresses of Unparalleled Splendour
and Magnificence.

NEW SONGS. NEW JOKES.
NEW MINSTRELS.
THE FAMOUS RESTAURANT SCENE
&c. &c. &c.
The whole forming a positively
COLOSSAL PROGRAMME.
PRICES AS USUAL.

Look out for the
"SPANISH-AMERICAN WAR."
Hongkong, 11th February, 1899. [118a]

THEATRE ROYAL, CITY HALL.

At the Special Request and under the
Patronage of
THE HONGKONG JOCKEY CLUB,
THE HONGKONG AMATEUR
DRAMATIC CLUB
will give Two Extra Performances of the
Pantomime
"THE YELLOW DWARF"

SATURDAY, 18th February, 1899,
at 8.30 P.M.

SATURDAY, 25th February, 1899,
at 8.30 P.M.

Dress Circle \$3
Stalls 1
Pit 1
Half-price to Soldiers, Sailors and Police in
Uniform to the Pit.
The Ticket Office will be Opened at 10 A.M.,
on WEDNESDAY, 15th February, and will con-
tinue Open each Day from 10 A.M. to 4 P.M.
Late Trains to the Peak.
H. C. NICOLLE,
Acting Manager.

Hongkong, 11th February, 1899. [206a]

GOVERNMENT NOTIFICATION.

WITH reference to Government Notifi-
cations Nos. 64 and 65 of the 4th instant,
it is hereby notified that the hour at which
the sale of Crown Lands is advertised to take place
has been altered from 3 P.M. to 11 A.M. of each
day respectively.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 11th January, 1899. [207a]

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN,"
Captain Bathurst, will be despatched for the
above Ports on WEDNESDAY, the 15th
instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,
General Managers.
Hongkong, 11th February, 1899. [201a]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"ESMERALDA,"
Captain Taylor, will be despatched for the
above port, on THURSDAY, the 16th instant,
at 5 P.M.
This steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.

For Freight or Passage, apply to
SHAW, TOMES & Co.,
General Managers.
Hongkong, 11th February, 1899. [202a]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"INDRANI,"
Captain Trotter, will be despatched as above
on SATURDAY, the 18th instant, at Noon.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 11th February, 1899. [203a]

"GLEN" LINE OF STEAM PACKET.
THE Steamship

FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"GLENESK,"
Captain Darke, R.N.R., will be despatched as
above on or about the 1st March.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 11th February, 1899. [204a]

"GLEN" LINE OF STEAM PACKET.
THE Steamship

FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"GLEGARRY,"
Captain Gedge, will be despatched as above
on or about the 10th March.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 11th February, 1899. [205a]

Masonic.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VIC-
TORIA PRECEPTORY will be held at
the FREEMASON'S HALL, Zetland Street, on
THURSDAY, the 16th instant, at 8.30 p.m.
precisely. Visiting Brethren are cordially
invited to attend.
Hongkong, 8th February, 1899. [194a]

Intimation.



A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

PORTS

(For Invalids and General Use.)

- B.—VINTAGE, superior quality,
Red Capsule \$14.40
C.—FINE OLD VINTAGE, su-
perior quality, Black
Seal Capsule 16.20
D.—VERY FINE OLD VINTAGE
extra superior, Violet
Capsule (Old Bottled) 20.40

Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.
These Wines are too favourably
known to need comment.

Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

BIRTH.

At Sea View, Wanchai Gap, on the 10th
February, the wife of Captain A. MURPHY,
of a daughter. [203a]

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 11, 1899.

REUTER'S TELEGRAMS.

THE HOUSE OF LORDS.

LONDON, February 8th.

Lord Salisbury referring to China said,
the future was not in the hands of Great Britain,
that she must deal with the Chinese Govern-
ment as a going concern, securing the execution
of treaties and safeguarding the interests of
Britishers. Continuing Lord Salisbury said
that Great Britain did not contemplate any
acquisition of territory or the dismemberment
of Eastern Empires and that her advantages
for the past year were greater than before,
and greater in comparison to those of other nations.

THE DREYFUS AFFAIR.

February 9th.

It is understood that M. Mazeau's report
completely whitewashes the Judges of the
Cour de Cassation and says that M. Beau-
repaires' charges were based on the exaggerated
inferences of excited witnesses and the gossip
of underlings.

THE DEBATE ON THE ADDRESS.

In the debate on the address in the House
of Commons Mr. W. St. John Brodick, Parlia-
mentary Secretary Foreign Office, said that he
anticipated great results from the opening of
Nanking Fu on the West River, and deprecated
hostility and jealousy towards other Powers.
Sir Edward Grey welcomed the declaration
that the Government desired to avoid territorial
expansion in China and advocated a candid
understanding with Russia, obviating the
difficulties of the past.

LOCAL AND GENERAL.

As will be seen by reference to our advertising
columns, Mr. J. J. Francis, Q.C. will lecture on
Monday next at the City Hall, on "Spheres of
Influence and the Open Door." The public
and ladies are invited to attend.

ON Thursday afternoon, as the closing time
for the shops drew near the reports of crackers
testified to the fact that the Chinese were pre-
paring to celebrate the New Year in a befitting
manner. The scene during the evening in
Jervois Street and in Chinatown generally was
an exceedingly animated one. Stalls with
wares of all descriptions displayed lined the
streets and everybody was very busily buying
and selling. The crowd was a very dense one,
but as usual was most orderly. A great many
Europeans were to be seen purchasing curios,
and Prince and Princess Henry of Prussia
attended to see our great annual fair.

THE Maoris in the Tauranga country, says the
Pall Mall Gazette, have been exciting them-
selves lately over the doings of a tohunga, or
native priest, who has set himself up as a mi-
racle-worker, even to the extent of bringing
dead people back to life. Recently the tohunga
looked up the case of a young woman who was
reported dead, and after various incantations
and other performances brought her back to
life, to the amazement of her people. There was
much contention among the old-fashioned
Maoris when the girl got up and walked about,
but a few days afterwards she took suddenly
ill, and died before the priest could be brought
on the scene.

ACCORDING to Dalziel, a scandalous scene,
implicating several officers of the garrison, has
occurred at Lyons. In the small hours of the
morning a group of young officers left their
club and made in a body for the house of a
well-known lady in local society, in the Rue
Gaspard. Failing to make anyone hear their
knocks, they sent a volley of stones against
the windows, and when the husband put his head
out of one of the windows they pelted him and
threatened to use their revolvers. Thereupon
the husband opened fire with a repeating rifle
and brought down two of the aggressors. The
wounded officers were promptly picked up by
their comrades, and the whole party made off
as fast as they could. The two officers referred
to are said to be seriously wounded while
several others are less seriously injured. The
husband has placed himself at the disposal of
the police.

TRAINING NOTES.

The weather this morning was almost perfect
from a trainer's point of view. There was
hardly any wind and the heavy dew that had
fallen during the night rendered the course
firm and springy and as the bamboos had
been removed, fast times were anticipated.

Mr. Glenday's *Cairngorm* opened the ball,
by going one and a quarter miles by himself
in the good time of 2.51, the quarter being
35, 1.00, 1.42, 2.17, and 2.51. *Tocin*—Mr.
Cox up—went one and a half miles and was
picked up by *Sirius*. Mr. Hill up—at the mile
and a quarter. The time for the full dis-
tance being 36, 1.03, 1.45, 2.21, 2.56 and 3.31.
The sub. holding his own with the old pony and
finishing half a length in front, hard ridden.
Messrs. McKie and Gove's two skewbalds
Strathmore and *Glenmore* galloped one and a
half miles in 38, 1.12, 1.47, 2.23, 2.53 and 3.32.
Strathmore beating his stable companion by a
good six lengths. Mr. Gordon's peculiarly
marked subscription griffin, *Althea*, went a
mile in 36, 1.10, 1.48, and 2.26. *Grasshopper*—
Mr. Master up—did the same distance in
35, 1.07, 1.41, and 2.14. Mr. Derick-Hunter's
Loughmyle and a half; his stable com-
panion *Mainstay* chipping, in at the mile post.
The various quarters were 38, 1.15, 1.47, 2.21,
2.55 and 3.28. One of the best gallops of the
morning and I repeat that this pony has a great
chance of appropriating the classic event. Mr.
Buxey's *White Rose*, went one and three quarter
miles, which were 37, 1.14, 1.49, 2.23, and
2.56. The same owner's *Tule Rose* galloped
one mile and a half, 35, 1.07, 1.42, 2.16 and 2.41.
Mr. Lewis' *Derby* did 3.10. *The Wizard* poked a
fast mile last quarter of which was 31 seconds.
Orwell galloped a mile and a quarter in 33, 1.05,
1.38, 2.12 and 2.52 and finished all out; his last
quarter taking 40 sec. Mr. David's *Derby* griffin
Douglas and *Ivanhoe* went one and a quarter
miles in 40, 1.17, 1.50, 2.26, 2.58. Mr. Lewis'
last year's sub. *Chaffinch*—Mr. Cox up—covered
the two miles in 38, 1.19, 1.56, 2.34, 3.10, 3.47,
4.23, and 4.55, and has evidently developed into
a first-class long distance pony.

Mr. Hopeful's *Derby* griffin, *Oh!*, galloped
one and three quarter miles in 41, 1.19, 1.54,
2.27, 3.02, 3.35, and 4.07, his last quarter 32 sec's.
His last half mile 65 sec's, speak for them-
selves. Mr. Derick-Hunter's *Sandstone*, ridden
by Mr. Midwood, went one and a quarter miles
in 34, 1.12, 1.40, 2.15, and 2.51. *Ultimate*
joined him at about half distance but could not
keep pace with the old pony. The much
fancied subscription griffin, *Tourist*, covered a
mile and a quarter in 39, 1.10, 1.45, 2.20, and
2.50. Various quarters but from the style of his finish,
he should make a bid for victory in the
"Valley" and "German." *Rookwood* galloped
one and a quarter miles in 39. His last
quarter being done in 32 seconds. Messrs
McKie and Gove's Subscription griffin *Strath-*
moor and *Strathmoor* then did a spanking
mile and a quarter in 38, 1.11, 1.47, 2.21,
2.56, *Strathmoor* running away from his
companion in the straight and beating
him by half a dozen lengths. Mr. John Peel's
Jim Crow did a mile gallop in 2.22. Mr.
Hopeful's handsome pony *Tyne* covered the
mile and three quarters in 41, 1.23, 1.57, 2.31,
3.05, 3.37 and 4.10, moving in splendid form.
Mr. Lewis' *Reveler*—Mr. Cox up—did a fast
three quarter in 35, 1.09, 1.43.

Mr. Cumming's successful Shanghai jock,
made his first appearance on the Hongkong
Race Course, on the back of *Forest King* whom
he took along for a mile and three quarters in
4.12. The quarter being 43, 1.20, 1.55, 2.30,
3.06, 3.40 and 4.12, the old pony moving in
white stripes will not be far away at the finish
of the *Derby*. *Charger*—Mr. Midwood up—
went one and a quarter miles, his last three
quarters being 35, 1.09, and 1.42. Mr. Hopeful's
handsome pony *Amur* galloped 1 1/2 miles in
4.14, his last quarter mile being covered in a
little over 31 seconds. *Ute*—Captain Lam-
bton up—*Queney*—Mr. Masters up—and *Parley*
—boy up—had a mile and a quarter race, which
was won by *Queney*—*Parley* and *Ute*
tailing off. I only caught their time for a mile
which was 37, 1.11, 1.45 and 2.19. After *Ute*
had poked his quarters in 36, 1.10 and 1.44.
Mr. David's *Derby* griffin, *Dunrobin*
caused excitement by galloping one and three
quarter miles in 37, 1.13, 1.49, 2.24, 2.58, 3.31
and 4.05. This pony is steadily improving,
and it would be a most popular win if he carried
off the blue ribbon. Mr. John Peel's *Yellow*
Dwarf, accompanied by *Pineapple* and *Queney*,
had a race over the *Derby* distance, the
time being 33, 1.09, 1.44, 2.17, 2.52 and 3.29.
I did not like his finish at all, the time for the
last quarter, 37 seconds, being very poor. Mr.
Glenday's *Derby* griffin, *Althea*, ridden by
Mr. Cumming, covered a mile and three quar-
ters in 43, 1.24, 2.03, 2.39, 3.15, 3.48 and 4.19.
His last two quarters, 33 seconds and 31 sec-
onds, being exceedingly good. *Blush Rose*
late *Honest Indian* galloped two miles in 4.47,
his last quarter taking only 32 seconds. *Yensie*
went a mile but was very much distressed and
out of form so I did not trouble to take his
time.

Mr. Jno. Peel's *Derby* griffin *Sandstone*—Mr.
Masters up—accompanied by *Manilla* covered
the *Derby* distance in 35, 1.09, 1.43, 2.18, 2.53
and 3.28. A capital gallop and I shall not be
surprised if Mr. Masters riding this pony
in the *Derby*. The last gallop of the morning
was done by *Silver Spray* and *Boyrton Rose*
who galloped a mile, in 34, 1.09, 1.46 and
2.23.

There was a large attendance at the rail-
ties morning, and deep interest is evidently
being taken in the doings of the various ponies.
I hear that the rest of the Shanghai jockeys
will arrive here on the 15th instant, in time
for the winding up of the season.

EARLY BIRD.

February 11th, 1899.

SCHOOL AND ORPHANAGE FOR GIRLS.

PUBLIC MEETING AT ST. PAUL'S COLLEGE.

On Thursday afternoon a public meeting was
held at St. Paul's College for the purpose of
considering a proposal to establish in Hong-
kong a boarding and day school for Eurasian
and other girls. The Bishop of Victoria pre-
sided, and among the other persons present
were the Hon. F. H. May, Dr. Wright, Mr.
Thomas Jackson, Mr. G. Piercy, Mr. Ho Tung,
and about 20 ladies.

The Bishop explained the circumstances
which had led to the calling of the meeting.
He remarked that in June of last year he
received a letter from a lady in Hongkong
pointing out the necessity of starting some
kind of home for girls, especially Eurasian
girls, in Hongkong. The lady pointed out that
there were large numbers of Eurasian girls
who to a great extent were uncared for. He
replied that he would do what he could, and on
his arrival in Hongkong he invited a number
of ladies and gentlemen to meet him. Ultimately
a committee was formed and met several times.
They had two members of the committee there—Mr. Cobbold
and Miss Johnson—who were experienced in these
matters, and they had drawn up a report, a
summary of which would be presented on that
occasion by Mr. Cobbold.

The Rev. R. F. Cobbold gave an outline of
the scheme prepared by the provisional com-
mittee and concluded by proposing:—"That
it is desirable to establish a boarding school
for girls, more especially of Eurasian parent-
age, such school to aim at giving a liberal edu-
cation which would include definite teaching
according to the doctrines of the Church of
England, and that this meeting pledges itself
to do all it can in support of that scheme."

Sir John Carrington, in seconding, said that
from the statements of his lordship and Mr.
Cobbold such a school as the one proposed
would be desirable and in the best interests of
the community, and he believed those present
would support it. Sir John proceeded to deal
with the question of higher education, remark-
ing that he ventured to think that Hongkong
was somewhat behind in this matter.

The Hon. F. H. May, Mr. Thomas Jackson,
and Mr. Ho Tung supported the proposal,
and the motion was carried unanimously.
The following committee, with power to add
to their number, was appointed:—The Bishop,
Mrs. Hoare, the Rev. R. F. Cobbold, Mrs. Bat-
teman, Lady Carrington, Mrs. Mac Ewen, Mrs.
Johnston, Mrs. Hastings, Mrs. Hawkins, Mrs.
Gascoigne, Mrs. Dixon, Mrs. Goodman, Mrs.
Richie, Mrs. May, Mrs. Poate, and Mrs. Atkin-
son.

A vote of thanks to the Bishop for presiding
terminated the proceedings.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Com-
mittee of the Hongkong General Chamber of
Commerce, held at 11.30 a.m. on Tuesday, the
7th February, 1899, Present:—Messrs. R. M.
Gray (Chairman), A. Haupt, J. L. Irving,
T. Jackson, A. Macdonald, H. A. Ritchie, N.
A. Siebs, T. H. Whitehead and R. C. Wilcox
(Secretary).

MINUTES.
The minutes of the previous meeting (held
10th January) were read and confirmed.

ABSENT MEMBER.
Read letter from Mr. W. Peavey expressing
regret at being unable to attend owing to his
presence being required on a jury sitting that
morning.

ELECTION OF NEW MEMBER OF CHAMBER.
Messrs. Vander Stagen & Co. had been elected
to Membership of the Chamber since last
meeting.

THE FUTURE FISCAL POLICY IN THE
PHILIPPINES.
The Secretary reported that the decision to
address the Foreign Office on this subject had
not been carried out so far, in consequence of
an agreement subsequently to await receipt of
a letter from the Manila Chamber, which body
intended to lay the question before the British
Government, duly supported by statistics.

The opinion was expressed that, in con-
sequence of the outbreak of hostilities at Manila,
some time might have to elapse before further
steps could be taken, by mentioning it was
referred to the Singapore Chamber and
state the circumstances which had led to
the delay in reply to their letter.

THE REDUCTION OF THE PERIODS OF
CROWN LEASES.
Read letter from the Government, dated the
18th January, with reference to the Chamber's
letter of the 10th October last on the above
subject, announcing that the Secretary of State
adheres to his decision that Crown Leases
shall in future be reduced from 99 years to
75 or at the most 99 years but that terms will
be embodied in future leases, providing for the
renewal thereof on such an advance in Crown
Rent as is justified by the then value of the
land for a further similar period.

This decision was viewed with regret as a
mistake, but accepted as final so far as the
Chamber's protest is concerned.

THE BANK OF CHINA, JAPAN AND THE
STRAITS (IN LIO.) CERTAIN CHINESE
SHAREHOLDERS.
Read letter from H. E. Sir Claude Mac-
donald, in reply to Chamber's letter of the 31st
December, bespeaking his assistance in
obtaining a reversal of the recent decision of
the Shanghai Taotai in the above case.

The assurance given by the British Minister
was regarded with satisfaction.

(Correspondence.)
SIR C. MACDONALD TO THE CHAMBER.
Peking, December 31st, 1898.

Sir,—I am in receipt of your letter of the
8th instant, with reference to the judgement
recently given by the Shanghai Taotai in the
case of the Bank of China, Japan, and the
Straits Limited versus certain Chinese share-
holders, and beg to inform you that I am in
communication with the Tsungli Yamen and the
Shanghai authorities on this question.

I am, Sir,
Your most obedient servant,
(Signed) CLAUDE M. MACDONALD.

R. M. Gray, Esq., Chairman, Hongkong
General Chamber of Commerce.

THE COLONIAL SECRETARY TO THE
CHAMBER.
Colonial Secretary's Office,
Hongkong, January 18th, 1899.

Sir,—With reference to my letter No. 1879
of the 10th October last, I am directed to in-
form you that after due consideration of the
views expressed by you on the subject, the
Secretary of State for the Colonies adheres to
his decision that Leases shall in future be
reduced from 99 years to 75 years or at the
longest 99 years.

Terms will be embodied in future leases that
leases will be renewed to the original Lessee or
his Assignee in possession at the time of the
expiry of the lease upon such an advance in
Crown rent as is justified by the then value of
the land and without fine for a further period of 75
or 99 years, and that in the event of the land

being resumed by the Government for public
purposes compensation will be given.
I have the honour to be, Sir,
Your most obedient servant,
T. SERCOMBE SMITH,
Acting Colonial Secretary,
The Secretary, Chamber of Commerce.

being resumed by the Government for public
purposes compensation will be given.
I have the honour to be, Sir,
Your most obedient servant,
T. SERCOMBE SMITH,
Acting Colonial Secretary,
The Secretary, Chamber of Commerce.

THE CHAMBER TO THE SINGAPORE
CHAMBER.
February 8th, 1899.

Dear Sir,—I beg leave (unacknowledged receipt
of your letter of the 13th December last, in-
quiring whether in view of the annexation of the
Philippines by the United States of America, this
Chamber proposes making any representation in
favour of the fiscal policy for those islands
under the new régime being as far as practi-
cable, in the direction of Free Trade.

I am instructed to express regret for the
delay in replying, and to explain that it has
arisen owing to communication with a repre-
sentative of the Manila Chamber of Commerce
which body proposes to address the Foreign
Office on the question, giving statistics of the
trade, and forwarding copies of despatch to this
Chamber and to Singapore with requests for
support and co-operation.

It is to be feared, however, that the hostili-
ties just commenced with the natives at Manila
will cause some further delay in the proposed
action of the Manila Chamber.

The Committee of this Chamber are quite in
sympathy with your Chamber on the question,
and are prepared to support the Manila Cham-
ber in their efforts to place the matter strongly
before the Foreign Office.

I am, Dear Sir,
Yours faithfully,
R. CHATTERTON WILCOX,
Secretary.

Alex. J. Gunn, Esq., Secretary, Singapore
Chamber of Commerce.

H. M. ROYAL NAVAL YARD BALL.

A ball, under the auspices of the above, was
held in the ball room of the Naval Yard last night
(Chinese New Year), and was a great success.
The ball, a spacious room, was utilized to its
utmost to provide space for dancing, cloak
rooms, and supper and refreshment rooms. The
ball-room was indeed a picture, made so by
the use of many coloured flags. Bunting of
over a thousand pounds in weight was used for
the purpose, and the colours were blended in
such a manner as to give a particularly striking
effect. Added to this bayonets and cutlasses
were fixed upon various designs of flag-covered
wooden shapes, and placed here and there
about the room, one particularly noticeable
design being a star, which dazzled in the bright-
ness of electric lights. At one end was erected
the band stand, which was occupied by the
efficient band of H.M.S. *Powerful*, under the
direction of Mr. Schofield. A unique playing
fountain was erected in front of the stand, close
to which gold and silver-coloured fish spouted
in a glass case of sparkling water. Much trouble had
been taken with the floor, which was all dance-
lovers could desire, and, as may be well im-
agined, was well paced before the twenty-five
dances provided had been completed. Leading
from the ball-room, long verandahs had
been specially built, coily furnished with
chairs and lounges, and lit by electricity.
Downstairs, in an adjoining building, those
who did not participate in the dancing were
provided with a cosy, carpeted room, in
which the flagrant weed was puffed in volumes
and cards flicked from hand to hand. A
long room adjoined the ball-room in which
was provided a capital take-it-as-you-please
supper, and Mr. Campbell must be more than
satisfied that his menu and wines were ap-
proved by the simple justice done them. Con-
tiguous was a refreshment bar, which lacked
no visitations from many of the four hundred
guests. All these places were lined with flag
decorations in neat effect, testifying to the
abilities of Mr. Parfit and his colleagues,
Messrs. Whitte and Wingent, as skilful decor-
ators. The whole was lit up with electricity,
specially fixed, in the laying of which Mr.
Davis, of the *Unhunted*, and Messrs. Aitken,
Leahy and McCoy, of the *Century*, took a
prominent part. Unfortunately just before the
time of starting the function, one of the dyna-
mos broke down, but with great dexterity the
electrical staff set to work and rectified the mis-
hap. The dancing commenced with a set of
lancers, and the official set was composed of
the following:—The Naval Commander-in-Charge
and Lady Carrington; Sir John Carrington and
Mrs. McEwen; Captain Schomburg and Mrs.
Sayer; Mr. Buckler

23rd and the Oregon in caring for the wounded city and the Spanish prisoners, while in new Manila four companies from each regiment were used to assist in maintaining order. The peaceful condition of things in the city is a testimonial of the excellent manner in which they attended to their duties.

The members of the hospital corps throughout the entire Eighth Army Corps recovered themselves with honor. They were to be seen all over the field carrying off those who had been injured and attending to their wounds. Naturally the first to receive their attentions were Americans, but as soon as they had been fixed up, the wounded insurgents were gathered up and taken care of. The doctors went among the insurgents who were lying upon the field and carefully examined each one. Those already dead were placed in a row to one side, while the wounded were carried to the field hospitals where they received equally as much care and attention as they had from our friends. One man, as soon as he saw the boys in blue called out "Americanagua." He was given water and then asked for food. This also was given him after which he looked up with a smile on his face and said "Americano, mucho bueno. Filipino, mucho malo combate Americano." He was carried off to the hospital where a long time bullet was extracted from his side. The surgeons rode over the field and directed the hospital stewards in the more difficult cases. Dead and dying insurgents were found behind bushes, under houses and in the brush, but they were all given what surgical aid was at hand. The dead were buried on the battlefield.

The engineer corps gave a good account of themselves. They started from their quarters at 7 o'clock for the front. On their way out they found that the insurgents had taken possession of the English cemetery and three companies of the California regiment were trying to drive them out. The engineers lined up and assisted the boys from the Bear State to skin the insurgents. This was accomplished with a flank movement, the right wing moved to the ground. The corps then scoured the woods to the right, after which they assisted the Californians and Wyomings to capture Saint Pedro, driving the insurgents out of this village and afterwards destroying it by fire.

The First Washington and First California Volunteers fought their way from Pico to Santa Anna foot by foot taking every blockhouse on the way and driving the insurgents completely from the field. Every house from Pico on was turned to the ground and many insurgents were left dead on the road, in the rice fields and shrubbery. Some were even found in the evening burned in houses.

Many wounded were removed to hospitals and many prisoners were taken. A battery occupied during the day by the insurgents was taken possession of by the California. Upon taking possession they found thirty or more wounded insurgents there. Brig. Gen. Charles King was in command and has endeavored himself to the men by his calm and soldierly behavior.

While the men were fighting gallantly in the front the 13th Minnesota was not idle in the city. Captain Morgan and his men arrested 5 natives who were enlisted to serve in this city as part of the insurgent army. Most of them had arms concealed about them. Captain Metz of Co. D, with his company arrested 70 more of them, all having insurgent enlistment papers and concealed weapons. Among the articles captured by this company was a complete set of dies for making insurgent buttons and engravings.

The Manila Times of the 6th instant prints the list of American killed and wounded, from which it appears that the 1st Idaho Regiment lost Major McConnell and 3 men; 1st California, 3 men; 1st Washington, 8 men; 1st Nebraska, 4 men; 14th Infantry, 14 men; 3rd Artillery, 3 men; Provost Brigade, Colonel Smith; 1st Colorado, 2 men; 10th Pennsylvania, 1 man; unplaced 1 man; total 41 killed. The list of wounded contains 118 names including those of 4 officers.

PERSONAL ACCOUNTS.

One of our representatives had this morning an interview with Mr. W. Laurie, an Australian gentleman who was in Manila on business during the time of the fighting. He kindly gave us the following facts. On Saturday the town of Manila was perfectly quiet and the first intimation that the residents had of disturbance was the firing of the big guns from the warships in the harbour. There is no doubt that the fighting was begun by the Philippine forces, who were strongly entrenched, while the American forces had no cover but acted throughout on the offensive, driving the insurgents back with fearful slaughter. The Philippines were very well armed with the Mauser Rifle and some firing brass bullets that it is supposed they had taken from the Spaniards great numbers of these were taken by the U. S. soldiers. Two field guns were also captured which the Philippines had taken from Cavite. There is no doubt that the natives fought well but were terribly demoralized by having no generals or great capable of taking command when the fight became general, many of them not taking time to put the rifle to the shoulder but firing with the butt on the ground and the "ready" position. One incident well worthy of recording was the fight made in one of the churches in the suburbs of Manila. The Philippines had taken position inside and the Americans were unable to shift them without a most bloody skirmish; one man who had placed himself on the dome did fearful execution among the Americans and only desisted when his body fell over the parapet fairly riddled with bullets. The Americans were especially good at potting. Even then they were received from inside although no men could be seen. It was then decided to and destroy the church by fire and it was set alight when a full blaze of rebel showed himself at a barred window. Enmity was forgotten and his life was immediately set to with their bayonets to save the poor fellow from such a horrible fate.

Another gentleman who was also interviewed by our representative and who had had exceptionally good opportunities of viewing the situation said that matters were very strained previous to the fighting, the outposts of either side being only 10 to 100 feet apart, and that the accidental firing of one of the big guns would undoubtedly have been enough to set both at each other's throats. The American soldiers had most strict orders from General Otis not to retaliate, although the insults offered by the Philippines were terribly exasperating. General Otis, some days previously, had sent to Aguinaldo demanding the surrender of the Philippine forces and had received the reply that his men were now completely beyond his control. During Sunday a representative of his came to the American headquarters asking for a treaty of peace but was refused a conference as the Americans had decided to teach the Philippines a lesson not to be soon forgotten, it being further added that it was impossible for the Philippines to take Manila and even if they did so they would only capture blood and mortar.

The 12 inch guns from the warships did terrible execution and their moral effect was most marked. It is also undoubtedly that if the Americans had been driven to all the Philippines in Manila would have risen en bloc to render assistance to their friends. A part of the U. S. Army was left in the town to prevent such a rising, and any natives acting in a suspicious manner were immediately arrested and by these means, the city was kept perfectly quiet during the engagement at the outposts. As a proof that the natives in Manila are hostile to the Americans, Aguinaldo, for some time past has been collecting taxes from them; the Philippines, even officers and soldiers, being allowed by General Otis to come within the city as long as they came unarmed. The Philippines fought most stubbornly and as those who were armed with rifles were forced to retreat their places were taken by those from the interior of the island who were only armed with bows and arrows.

An American officer of high standing, who arrived from Manila by the *Esmeralda*, informs us that the whole fight of Saturday and Sunday arose from a couple of Philippines attempting to pass the American lines. Their being refused passage resulted in the Philippine post to which they belonged opening fire on the Americans at Santa Mesa and the fight soon became general all along the line. It appears that Aguinaldo was at Malolos at time of the attack and that all the higher officers of the Philippine army were attending a function of some kind at San Fernando so that the fighting was conducted on the part of the Philippines practically without leaders. This being the case the victory of the Americans was rendered considerably more sure than had the Philippines been ably commanded and properly led. They are said to have exhibited indomitable pluck but failed for want of organization and tactical knowledge on the part of their officers.

The intentions of General Otis are believed to be to push forward the American lines far enough in all directions to ensure the safety of Manila without weakening the American position by a too extended front. It is thought improbable that an attack will be delivered upon Malolos at present, at all events. The principal ports are to be attacked, however, in order that as much as possible of the Philippine revenue may be cut off.

When the *Esmeralda* left, affairs in Manila itself were quiet and the Philippine wounded were being attended by American doctors in the hospitals.

FOOTBALL.

Much interest was taken in the match played on Thursday last between H.M.S. *Victorious* and E. Company of the Royal Welsh Fusiliers. On the Saturday previous, A. Company of the R. W. Fusiliers defeated the *Victorious* team, and it was expected that E. Company would give a good account of itself on Thursday, when the sailors and soldiers met to play the first match in the second round for the Shield, but the Fusiliers were severely beaten, the British battleship's team leaving the field a winner by six goals to nil, being the biggest score made so far. The blue-jackets kicked off, but the match had only been in progress a few minutes, when Millar was rendered *hors de combat*. Dr. Atkinson was upon the ground and gave his services. Millar left the field, and it looked as if the sailors would have to play one short, but the injured man, after a few minutes' rest, entered the field of play. From the beginning, it was patent which was the best team, for the sailors kept up a hot attack, Lismore eventually securing the ball. His attempt at goal resulted in the leather striking the crossbar and rebounding into play right on to the toes of Millar, who landed it into the net. Do all they might, the soldiers could not break away, and Lewis sent in a hard shot which the goalkeeper saved, but the ball screwed away to Lismore and he cleverly scored. McNeen, Butland and Lewis were the next to try to increase the score, but Thomas saved well, especially Butland's low shot. Half time was called by the referee soon after the sailors being then two goals to the good.

The play in the second half was most disappointing on the part of the Fusiliers, and before the finish of the game they had four more goals scored against them. Butland was the first to notch a point, which was quickly followed by another of McNeen. The latter a little later managed to put the ball into the net again from a pass by Lewis. Butland was apparently not satisfied with an odd score, and added another goal, making the half-dozen. Occasionally during this half the Fusiliers got away, but they were never dangerous, and finally had to leave the field badly beaten. What the forwards were capable of doing it is not easy to guess at, for they hardly ever had the chance to demonstrate, although it was quite plain that Chamberlain was too slow in his position. The backs, however, considering the many attacks upon them did very well. The naval halves fed their forwards with judgement, and the front rank availed themselves of the feeding and did all the scoring. Millar, McNeen, and Butland were all in splendid form. The contra work of the latter was well worth seeing, and we have no hesitation in saying that he is the best centre forward in the Colony. Of the backs, Name was the best.

Mr. Oliver was the referee, and performed his duties with satisfaction; but we would suggest that he be more punctual in future in putting in his appearance. The matches he has so ably witnessed the while, have started long after the advertised time on account of his late attendance. The players were Messrs. C. F. Dugdale and Brown, and the teams lined up as under—

(H.M.S. *Victorious*),
Bowles,
Brough, Kane,
Langmaie, Wicks, Sorien,
Lesington, McNeen, Butland, Lewis, Millar,
Chamberlain, Mansfield, Glynn, Bolstridge,
Davis, Newton, Watson, Parsons,
Jones, Stevens,
Thomas,
(R. W. Fusiliers),

On the Happy Valley yesterday a team from the British gunboat *Rattler* played against an eleven from the torpedo destroyers *Pame* and *Whiting*. The sides were evenly matched, but the game played was somewhat poor, very little combination being shown. Tomlinson of the *Pame* played centre forward, but he was unable to do much, there being no one to properly back him up. We would rather see him play under Rugby rules, under which he always shines as a threequarter. The *Rattler* won the game by 1 goal to nil.

BATTLESHIP BOILERS.

The Russian battleship of 12,700 tons, which is being built by the Cramp Shipbuilding Company at Philadelphia, is to have Niclausse water-tube boilers, giving 10,000 i.h.p., natural draught and a speed of 18 knots. The Russian cruiser of 6,500 tons, being built at the same yard, will have the same class of boilers (20,000 i.h.p. for 23 knots natural draught). Niclausse boilers will also be fitted in the United States battleship *Maine*, which Messrs. Cramp have in hand, similar to those in the Russian battleship, and the Japanese cruiser *Kasagi*, constructed at the same establishment, has also received them. All the machinery for these vessels is of American manufacture.

SUSPICIOUS PROCEEDINGS OF FOREIGNERS AT PORT TANJONG KATONG.

Singapore, February and.
We desire to draw the attention of the General Officer Commanding and of the Senior Naval Officer to a suspicious incident reported to us on good authority as having taken place at Port Tanjong Katong yesterday afternoon. As a European resident of this place, a British subject, who had been having a swim off the Swimming Club's premises, was taking a stroll along the beach towards the iron pier, he observed a gig (evidently belonging to a foreign cruiser at the man-of-war anchorage) lying at the end of the iron pier, one man in the boat and two sitting on the pier. Confiding his walk, he came on a party of one officer and four blue-jackets just at the foot of the range-finding platform busily engaged with a surveying instrument set up on a tripod, the officer being seated at this on a sort of camp stool. The instrument appeared to be of the nature of a combined camera and theodolite. The officer directed the instrument first upon the nearest gun emplacement, taking bearings and notes, and then upon the cruiser and other points, noting all details down in a notebook. The blue-jackets with the officer were meanwhile "scampering" with their arms to the party at the end of the pier.

The European referred to walked past the party towards the landward end of the pier and then turned back again, as the proceedings to his mind seemed curious. No one else was about, at that hour, — 3.30 p.m. to 4 p.m., not even a native, and the foreigners had the whole place to themselves. On again coming up to the survey party the officer addressing the European in broken English, asked if the ground thereabouts belonged to him. Replying in German he stated that it did not. The officer and men then went on with their work of taking apparently photographs and bearings in a perfectly unconcerned manner. The European going on his way and leaving them there. He is of German descent, or so it appears, that he was Austrian, the officer not appearing to be quite at home with German. They were not Italians, he is of opinion.

Now it is obvious that this "naval intelligence" party were, quite knowingly, engaged in work that they were aware was punishable by law, very severely punishable in some foreign countries.

If the European, who is our informant, had only thought of going round to the quarters occupied by the guard, and giving information, the party might have been arrested. Ordinance XIX. of 1887 has been passed to prevent unauthorized persons from trespassing on or making sketches, surveys, etc., of fortifications and other naval or military works or positions. Under Sect. 2 the Austrian officer and party aforesaid, some of whom can be identified, rendered themselves liable to a fine not exceeding one thousand dollars, or to imprisonment of either description for a period not exceeding one year, or to both fine and imprisonment. The incident is one that should be looked into as it amounts to a gross abuse of the hospitality rendered at this port to foreign ships of war. We once noticed through the big telescope at the Singapore Club, two or three Russian officers on board the cruiser *Rossia* examining Port Tanjong Katong long and minutely, also through a large telescope. That sort of thing, of course, cannot be interfered with. Our officers do it themselves wherever they go. But that is a very different thing from landing at a fort, with a prohibitory notice in English and French stating one in the face, and deliberately taking bearings and notes in such a manner that at Vladivostok would mean, probably, if detected, disappearance for life within the fortress walls.

Since the above was written it is ascertained that a similar Austrian party was discovered close to Port Canning engaged with a similar instrument. On the party being caught at work the officer gave up his card, and was permitted to leave, for the time being. Whether it was the same party we do not yet know, not being aware of the time of the Port Canning incident. The matter is however now in the hands of the military authorities.—S. F. Pratt.

HOW TO DISTINGUISH THE SEXES.

"The harmless male mosquito can be distinguished from the female (which alone bites and sucks blood) by the possession of plump antennae and palpi forming tufts in front of the head; in the females the antennae, though long, are nearly bare, (having whorls of short hair at the bases of the joints), while palpi in the case of females of the typical genus *Culex*, to which the majority of the prescribed species belong, are quite short." The above is from a memorandum of the Natural History Museum, South Kensington. "How to collect Mosquitoes," sent out by the Commission on Malaria. The biting sex being thus discriminated in *Culex*, similar information is desired with regard to *Anopheles*. We shall be able to test our mid-night visitors properly—not at home to the ladies, a passive indifference to the other sex. S. F. Pratt.

NOTANDA.

CALENDAR.

FEBRUARY.
Meteorological means based on ten years' observations to 1893.
Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.
On date at 4 p.m.
Barometer 30.13
Thermometer 70
Humidity 65
Rainfall 67

TO-DAY.
Saturday, 11th February, 1899.
Chinese—2nd of 1st moon of 25th year of Kwang-shi.

Sun—Rises 6hr. 22min.
Sets 5hr. 37min.
High water—Morning 10hr. 39min.
Afternoon 4hr. 42min.
Low water—Morning 3hr. 49min.
Afternoon 3hr. 49min.

ANNIVERSARIES.
1841—Emperor Tao-Kwang rejected Treaty.
1858—The demands of the Allies forwarded to Peking by Lord Elgin.
1873—Abdication of King Amadeus of Spain.
1885—The *s.s. Douglas* lost on White Rocks.
1889—The Japanese constitution granting representative Government proclaimed by the Emperor in person at Tokio.
1896—Murder of the Korean Ministers at Seoul.

1897—Greece informed the Powers that she could no longer remain a more spectator of events in Crete.
1898—The Chinese Government granted the right to extend the Burmah Railway in Yunnan.

TO-MORROW.
Sunday, 12th February, 1899.
Chinese—3rd of 1st moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 22min.
Sets 5hr. 37min.
Moon—In Equator 1hr. 30min.
High water—Morning 10hr. 39min.
Afternoon 4hr. 42min.
Low water—Morning 3hr. 49min.
Afternoon 3hr. 49min.

ANNIVERSARIES.
1854—Lady Jane Grey beheaded.
1841—Death of Sir Austley Cooper, the great surgeon.
1848—Allied Commissions at Canton.
1893—Collision at Shanghai between M. M. Co.'s steamer *Sydney* and a Chinese man-of-war.
1896—Great fire in Manila, between 60 and 70 houses destroyed.
1897—Suicide of Mr. J. Petersen at Kowloon.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
German Bethesda Chapel, West Point.—Morning Service, 11 a.m.
St. Francis Church, Wanchai.—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point.—Mass, 8 a.m.
Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church.—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Indian (*Koh-i-nur*) to-morrow.
French (*Caledonian*) 14th inst.
American (*Doric*) 15th inst.
Austrian (*Airline*) 17th inst.
Canadian (*Empress of Japan*) 21st inst.
American (*Nippon Maru*) 22nd inst.
American (*City of Rio de Janeiro*) 2nd prox.

THE N. P. S. S. Co.'s steamer *Glenagie*, arrived at Tacoma from Japan and Hongkong on the 9th instant.
THE Canadian Pacific Railway Co.'s steamer *Empress of China*, arrived at Vancouver at noon on Wednesday, the 8th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.I.G.M.S. *Kater*... at Kowloon Dock.
H.I.G.M.S. *K. A. A.*...
Athenian...
Isla de Cuba...
Isla de Luzon...
Monmouthshire...
Bechdale...
St. Enoch...
Hui...
H.I.G.M.S. *P. Whelan*...
D. J. M. & A. P.... Cosmopolitan...
Daphne...
China...
Phra Bang...

Arrivals. From Agents.
Feb. 8 *Hainan*... Hongkong... J. M. & Co.
8 *Nanyang*... Amoy... J. M. & Co.
Departures for Agents.
Feb. 8 *Taiwan*... Hongkong... B. & S.
8 *Hainan*... Hongkong... J. M. & Co.
8 *Nanyang*... Hongkong... J. M. & Co.
8 *Takung*... Shanghai... J. M. & Co.
9 *Tientsin*... Shanghai... B. & S.
In Port—Nil.

PASSED THE CANAL.

Outward—Jan. 13th *Liv, Halching, Hantsa, Huron*, Jan. 17th *Benlarig*, Jan. 20th *Caledonia, Konigsberg*, Jan. 27th *Canton, Troid*, Jan. 31st *Oranien*, Feb. 3rd *Chingwa, Indravell, Promethus, Anapa*, Feb. 7th *Harperley*.
Homeward—Feb. 7th *Flintshire, Salazie, Polyphemus, Siberia*.

CONSUMPTION, Wasting Diseases, and General Debility. Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh—the others giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the two are combined, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this Scott's Emulsion. It is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod Liver Oil. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—Advt.

To be Let.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).
PROPERTY now occupied by the Bowington Saw Mills.
FLOORS in STANTON and ELGIN STREETS.
"BAHAR LODGE".
No. 4, RIFON TERRACE.
"HARFORD" MAGAZINE GAP. Comfortably furnished.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 31st January, 1899. [12]

Hotel.

WINDSOR HOTEL, HONGKONG.
THIS ESTABLISHMENT, situated in the elegant building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall to each floor. In charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BOHM, Proprietor & Manager.
Hongkong, 3rd April, 1899. [11]

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUEME AND TRIESTE.
(Taking Cargo at through rates to SOUTH AFRICA, CALCUTTA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS).
THE Company's Steamship

"GISELA."
Captain F. Mosca, will be despatched as above TO-MORROW, the 12th instant, at Daylight. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner. For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 11th February, 1899. [179a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"TAI LEE."
Captain Kock, will be despatched for the above Port, on MONDAY, the 13th instant, at 5 P.M.
This Steamer has Accommodation for Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.
Hongkong, 8th February, 1899. [191a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN."
Captain Roach, will be despatched for the above Ports, on TUESDAY, the 14th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co., General Managers.
Hongkong, 9th February, 1899. [200a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship

"TRIESTE."
Captain A. Miliis, will leave for the above places on TUESDAY, the 14th instant, P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 7th February, 1899. [189a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"PATROCLUS."
Captain Dickens, will be despatched as above on WEDNESDAY, the 15th instant, at Noon.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th February, 1899. [187a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."
Captain Helms, will be despatched as above on MONDAY, the 13th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is instilled throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 8th February, 1899. [192a]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"SIKH."
will be despatched as above on or about the 24th instant.
S.S. "ARGENT" About 11th Mar., 1899.
S.S. "MADRUFE" " " 31st Mar., 1899.
S.S. "GAZELLE" " " 15th April, 1899.
For Freight or Passage, apply to
DODWELL & CO., LIMITED, Agents.
Hongkong, 6th February, 1899. [19a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"CHINGTU."
Captain Moore, will be despatched on TUESDAY, the 25th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th February, 1899. [181a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
THE Company's Steamship

"KWEIYANG."
Captain Outbridge, will be despatched as above on SATURDAY, the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th February, 1899. [198a]

FOR NEW YORK (DIRECT).

THE Steamship

"KENMORE."
Captain Ellis, will be despatched for the above Port on or about the end of February.
For Freight, apply to
CARLOWITZ & Co., Agents.
Hongkong, 12th January, 1899. [195a]

Entertainments.

LECTURE.

MR. J. J. FRANCIS, Q.C., has kindly consented to deliver an address, in the CHAMBER OF COMMERCE ROOM, on MONDAY, the 13th February, at 5.15 P.M., on "Spheres of Influence and the Open Door." The Ladies are invited.
Mr. T. JACKSON will take the chair.
HENRY E. POLLOCK, Hon. Secretary.
HONGKONG OLD VOLUMES SOCIETY, Hongkong, 11th February, 1899. [199a]

THE HONGKONG DEVONIAN SOCIETY.

THE ANNUAL DINNER of the above Society will be held at the HONGKONG CLUB, on WEDNESDAY, the 15th February, at 8 P.M.
Devonians wishing to join the Society are requested to apply to the Undersigned.
MOWBRAY S. NORTHCOTE, Acting Hon. Secretary.
Hongkong, 3rd February, 1899. [164a]

NOTICE.

H. E. LADY BLAKE will be AT HOME on THURSDAYS, the 2nd and 10th February, from 4 to 6 P.M.
Hongkong, 28th January, 1899. [136a]

THE GREEN ISLAND CEMENT CO., LIMITED.

In accordance with this Company's Articles of Association, Interest at the Rate of 12 PER CENT Per Annum is being charged on all unpaid CALLS.
SHEWAN, TOMES & Co., General Managers.
Hongkong, 20th January, 1899. [101a]

THE HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LIMITED.

FULLY PAID UP SCRIP for Shares in this Company can now be exchanged for New Certificates at the OFFICE of the Undersigned.
JARDINE, MATHESON & Co., General Managers.
Hongkong, 6th February, 1899. [184a]

NOTICE.

PACIFIC MAIL STEAMSHIP CO. OCCIDENTAL AND ORIENTAL STEAMSHIP CO.
TOYO KISEN KAISHA.
THE Offices of the above Companies have been This Day REMOVED to the New Building on Connaught Road, the Reclamation.
J. S. VAN BUREN, Agent.
Hongkong, 6th February, 1899. [183a]

THE MUTUAL STORES.
25, 28 & 30, PUTTENDEN STREET.

FOR THE BEST VALUE IN THE COLONY
GROCERIES AND PROVISIONS.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S HARTJENS' GENUINE COMPOSITION. R. D. HAND BRAND, HARTMANN'S GREY PAINT, DAILMERS' PATENT MOTOR LAUNCHES, &c., &c.

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG--SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUTAMI MARU.....	NAGASAKI, KOBE and YOKO-	Monday, 13th February,
R. J. C. Todd.....	HAMA	at Noon.
MIKE MARU.....	KOBE and YOKOHAMA	Thursday, 16th February,
S. Kawamura.....		at 4 P.M.
Tosa MARU.....	MARSEILLES, LONDON & ANT-	Thursday, 16th February,
P. Gung.....	WERP, VIA SINGAPORE, PENANG,	at 4 P.M.
	COLOMBO and PORT SAID.	
SAGAMI MARU.....	SHANGHAI, CHEMULPO and	Friday, 17th February,
	NAGASAKI	at 4 P.M.
KAGOSHIMA MARU.....	SINGAPORE, COLOMBO, and	Tuesday, 21st February,
R. Nunome.....	BOMBAY	at Noon.
KASUGA MARU.....	THURSDAY ISLAND, TOWNS-	Friday, 24th February,
E. W. Haswell.....	VILLE, BRISBANE, SYDNEY	at 4 P.M.
	and MELBOURNE	
HITACHI MARU.....	MARSEILLES, LONDON & ANT-	Thursday, 2nd March,
C. Hillcoat.....	WERP, VIA SINGAPORE, PENANG,	at 4 P.M.
	COLOMBO and PORT SAID.	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

[6]

Hongkong, 9th February, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,

SOLE AGENTS.

[1399]

Hongkong, 9th December, 1898.

J. J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES

STAMPED ARTICLES

FOR

MILITARY

EQUIPMENT

M. OPPENHEIMER & Co, Paris

WANTED.

WE pay highest cash prices per hundred or per thousand for current or obsolete issues of POSTAGE STAMPS of China, British Colonies, &c., either used, or unused. Rare old stamps especially desired and for which best prices will be paid. Remittances always first mail after receipt of consignments. KOLONA STAMP CO., DAYTON, OHIO, U.S.A.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,

Agent.

Hongkong 6th January, 1899. [1-1]

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship.

"GLENHARRY"

having arrived from the above ports, Consignees of cargo by her, are hereby informed that their goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

Cargo remaining undelivered after the 13th instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 20th instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 6th February, 1899. [182a]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA," FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJIB AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED.

Agents.

Hongkong, 6th February, 1899. [4]

NOTICE TO CONSIGNEES.

S.S. "SACHSEN."

The above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have been landed, and all Goods remaining undelivered after the 16th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 16th instant, and TUESDAY, the 21st instant, at 9.30 A.M.

All Claims must reach us before the 26th instant, or they will not be recognised.

Bills of Lading will be countersigned by the Undersigned.

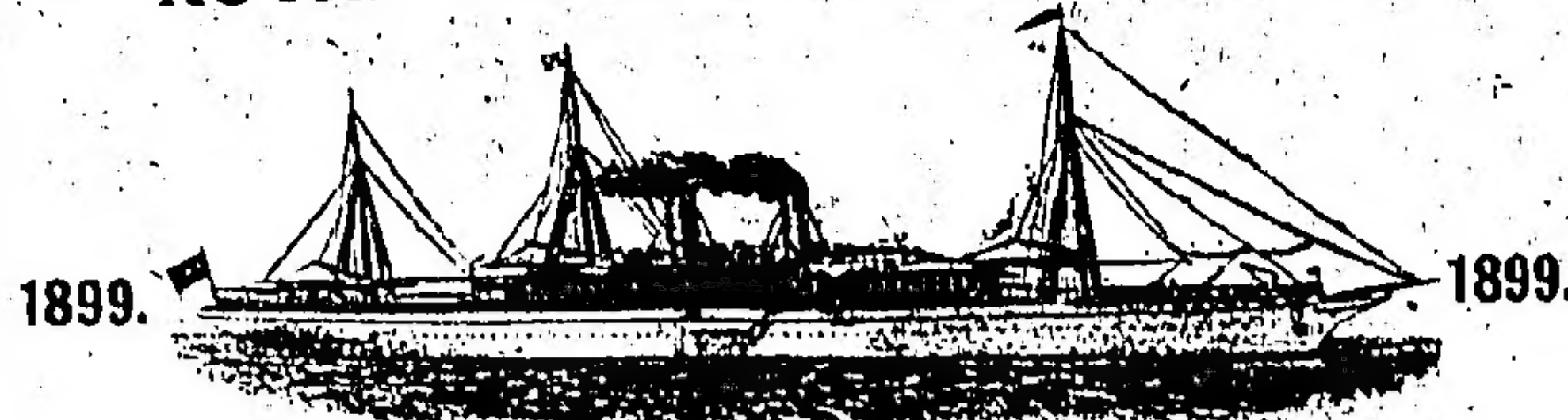
No Fire Insurance has been effected.

MELCHERS & Co., Agents.

Hongkong, 9th February, 1899. [154a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street. [3]

Hongkong, 16th January, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th March, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 23rd April, at Noon.

THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rates.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th February, 1899. [1310]

EYE-SIGHT.

MR. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at FLETCHER & CO'S PHARMACY, (Opposite the HONGKONG HOTEL).

Business Hours: 9 a.m. to 5 p.m.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

MR. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [78a]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria... 3:50 P.M. J. Pantou... Feb. 14.

Tacoma... 2:50 P.M. A. Dixon... Feb. 25.

Glenora... 3:50 P.M. J. McGillicuddy... Mar. 21.

Olympia... 2:50 P.M. J. Truebridge... April 1.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... 2:50 P.M. W.A. Evans... Feb. 18.

Lanex... 3:50 P.M. Williamson... Mar. 11.

Columbia... 2:50 P.M. N. Moncur... April 15.

Monmouthshire... 2:50 P.M. W.A. Evans... May 6.

Calling at Honolulu and Not calling at SHANGHAI.

THE attention of Passengers is directed to the very cheap rates offered by the Line. HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables, DOCTOR and STEWARDESSE carried.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 7th February, 1899. [4]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, LYONS, LONDON, AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BALLAARAT," Captain C. L. W. Field, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 4th February, 1899. [5]

FOR SAN FRANCISCO.

The "100-A" British Bark

"QUEEN MARGARET" Fraser, Master, shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, 23rd January, 1899. [153a]

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SERHA	HAVRE, HAMBURG/BREMEN.	About 10th March.
*Osternann	(LONDON with transhipment in HAMBURG)	Freight and
*SILESIA	HAVRE, HAMBURG/BREMEN.	About 15th March.
Belena	(LONDON with transhipment in HAMBURG)	Freight and
SUEVIA	HAVRE, HAMBURG/BREMEN.	About 22nd March.
Forck	(LONDON with transhipment in HAMBURG)	Freight.
WITTENBERG	HAVRE, HAMBURG/BREMEN.	About 30th March.
Madsen	(LONDON with transhipment in HAMBURG)	Freight.
NURNBERG	HAVRE, HAMBURG/BREMEN.	About 8th April.
V. Binzer	(LONDON with transhipment in HAMBURG)	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 11th February, 1899. [981]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

City of Tokio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th April, at Noon.

THE U. S. Mail Steamship

"CHINA," will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 16th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rates.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th January, 1899. [1]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmarthenshire... Feb. 25.

Belgian King... Mar. 25.

Carlisle City... April 25.

THE Steamship

"CARMARTHENSIRE," will be despatched for SAN DIEGO, VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on or about the 25th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight, or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 26th January, 1899. [1330]

HAMBURG-AMERICA LINE.

(East Asiatic Service.)



OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 25th Feb., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st March, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 15th April, at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE,